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FRI. 29 APR 1904

Rpt. 11b.

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.						Port of Survey <u>Nall.</u> Date of Survey <u>28 April 1904</u> Name of Surveyor <u>E J Tierney</u>
Ship's Name. <u>s/s "Inarocco"</u> Number in Register Book <u>1129.</u>	Gross Tonnage. <u>3783</u>	Official Number. <u>113576</u>	Type of Ship. <u>Steam DK</u>	Date of Build. <u>1900 10 mo</u>	Particulars of Classification. <u>+100 A.I. Steam DK with freeboard</u>	
Registered Length <u>340</u> Breadth <u>47.2</u> Depth <u>27.3</u> Length on Loadline <u>340 -</u> Breadth <u>47.2 -</u> Depth <u>27.3 -</u>			Moulded Depth as measured..... <u>29' 10"</u>			
Tons und. Dk. <u>3603.13</u> x 100			CORRECTION FOR LENGTH :— Length of Ship on load line..... <u>340 -</u> Length in Table <u>358 -</u> Difference* <u>18 -</u> Correction for 10ft., Table A. <u>1.5 -</u> Table C. <u>.8 -</u> x Difference* divided by 10 <u>-2 3/4</u> (if required.) <u>-1 1/2</u> If 1/10ths length covered divide by 2 } for vessels coming under para. 11 }			
Co-efficient of fineness <u>.82 -</u> Any modification necessary } <u>Cell 5th.</u> [Para. 4 (a) to (e)] Co-efficient as corrected <u>80 -</u>			CORRECTION FOR IRON DECK :— Proportion covered, if less than 1/10ths length covered <u>.497 -</u> Thickness of usual wood deck, less stringer..... <u>3 1/2</u> <u>-1 3/4 -</u>			
Sheer { Stem... <u>6-6'</u> } <u>10-0 ÷ 2 = 60'</u> ...Mean at { Sternpost... <u>3-6'</u> } Sheer at 1/2 of the length from { Stem <u>3-7'</u> } = <u>33.25</u> mean Sternpost <u>1-11 1/2'</u> } Standard Sheer (Table, Para. 16)..... <u>44</u> Correction Difference..... <u>16 ÷ 4 = -4'</u>			CORRECTION FOR ROUND OF BEAM :— Round of Beam..... <u>12</u> Normal round <u>11 1/2</u> Difference <u>1/2 ÷ 2 = 1/4</u>			
Rise in Sheer { At front of bridge house..... from amidships } At after end of forecastle [Para. 16 (e)]			Proportion of Deck uncovered (Para. 17) ✓			
ALLOWANCE FOR DECK ERECTIONS :— Freeboard, Table C..... <u>5 - 4'</u> Correction for Length, if required (Para. 12 and 13) <u>- 1 1/2</u> <u>5 - 2 1/2</u> Freeboard by Table A, corrected for sheer, and for length, } if required (Para. 12 and 13) <u>7 - 3'</u> Difference <u>2 - 0 1/2</u> Percentage as below..... <u>39.79%</u> <u>= 9 3/4'</u>			Freeboard, Table A <u>7 - 9 3/4'</u> Correction for Sheer <u>- 4'</u> <u>7 - 5 3/4'</u> Correction for Length <u>- 2 3/4'</u> <u>7 - 3'</u> Allowance for Deck Erections <u>- 9 3/4'</u> <u>6 - 5 1/4'</u> Correction for Round of Beam..... ✓ Correction for Iron Deck (if required) <u>- 1 1/4'</u> <u>6 - 3 1/2'</u> Additions for non-compliance with provisions of } Para. 11 (e) and (f) † Other corrections (if any)..... ✓ Winter Freeboard <u>6 - 3 1/2'</u> Summer Freeboard <u>5 - 10 1/2'</u> N. A. Winter Freeboard Correction necessary because clear side amidships measured } in accordance with the Statutes is not taken at the } intersection of the deck with side. } <u>1 1/2</u> Winter Freeboard from deck line ‡ <u>6 - 5'</u> Summer " " " " <u>6 - 0'</u> N. A. Winter, " " " "			
Correction of R. Q. Dk. less than 4ft. high, or if engine and } boiler openings not covered by bridge house } *Allowance for Deck Erections			FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line :— Fresh Water Line above centre of Disc <u>6 - 0'</u> Indian Summer Line " " " " <u>6 1/2</u> Winter Line below " " " " <u>5'</u> Winter North Atlantic Line " " " " <u>5'</u>			
Forecastle..... <u>31.0</u> Length. " Length allowed. Height. " Bridge House <u>107.0</u> <u>107</u> <u>8.0</u> Raised Qr. Dk. Poop <u>31.0</u> <u>31</u> <u>7.10</u> Total <u>169</u> <u>497</u> Length of Ship <u>340</u> Corresponding percentage } <u>39.79%</u> (Para. 11, 12, or 13) }			† State dimensions of freeing port area on the back of this form. ‡ Marked in accordance with Sec. 23, 76.			

ERASE WORDS WHICH DO NOT APPLY.

The Crew *are, are not*, berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters *are, are not*, satisfactory.

Length of Bulwarks in well $\times 2 \div$ = Sq. Ft.
Freeing Ports

Ft.	Tenths.	Ft.	Tenths.	No.	}	= Sq. Ft.
	\times		\times			
	\times		\times			

Total deficiency = Sq. Ft.

Total excess =

CHARACTER OF DECK ERECTIONS.

Do all the Frames extend to the top height in the Poop? yes.

Do. do. do. do. Raised Quarter Deck? yes.

Do. do. do. do. Bridge House? yes.

Do. do. do. do. Forecastle? yes.

To what height do the Reverse Frames extend? Bulb Angle framing

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at its fore end? yes and doorways closed completely by portable shutters

State whether the Bridge House efficiently covers the Engine and Boiler Openings yes.

Has the Bridge House an efficient Iron Bulkhead at the fore end? yes.

Are efficient Doors fitted to the Passage Ways? Head from side to side

Describe how and to what extent it is Stiffened, by angle Irons, Bulb Plates, or otherwise as per Rule

Has the Bridge House an efficient ~~Iron~~ Steel Bulkhead at the after end? yes.

Are efficient Doors fitted to the Passage Ways? yes, completely closed by portable shutters

Are efficient Iron Doors fitted to the Passages of the Bridge House, or is it entered from above? yes

Has the Forecastle an efficient ~~Iron or Wood~~ Steel Bulkhead at its after end? yes opening closed by leak doors

Are the Hatchways efficiently constructed? yes. State the height of the Coamings N^o 1 - 3' 7" N^o 2 - 3' 6" N^o 3 - 4' 0" N^o 4 - 2' 6"

Are the Hatches solid? yes. What is their thickness? 2 1/2"

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? yes.

State any special features in the construction of the Vessel Spar Deck

A Bridge Deck House fitted right across top of bridge deck for officers accommodation 15' 6" in length

Vessel classed 100A.1 Spar Deck under present Rules, but scantling and construction are equivalent to 3 BK vessel by 1885 Rules. Deck omitted in N^o 2 & 4 holds but compensated for by bulb angle framing and web frames.

See Secretary letter (M) of 27th April 1904

E. J. Tierney

Owners Thos Wilson Sons & Co. Ltd.
Address Hull.

Fee £ : : Received by me

